

Hare & Hounds



DECEMBER 2022
EDITION 371





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The Club meets at the Conservative Club, High Lane
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Annual Club Subscription - £20

Subscription Payments by Bank Transfer

National Westminster Bank Ltd

Account Number - 40512746 Sort Code - 01-05-51

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Upcoming Events...

December 2022

No dates/activities during December.

January 2023

Weds 18th January – Club Night –
Chairman's Quiz Night.

Sun 29th January – New Year's Run
– Route to be set by Mike Coffey,
details, destination & venue to be
confirmed.

February 2023

Weds 15th February – H&HCVC
Annual General Meeting (there are
rumours of a free hotpot supper too).

March 2023

Sun 12th March – Spring Run –
route to be set by Andy Robinson,
details, destination & venue to be
confirmed.

H&H CVC Club Regalia

Light Grey Sweatshirts (with embroi-
dered Club logo) – Size Large -
£12.00

White Polo Shirt (with embroidered
Club logo) – Size XL - £9.00

H&HCVC Car Badges for Grille/
Badge Bar (quality stainless steel) -
£9.00

H&HCVC Embroidered Sew-on
Badges - £3.00

Don't forget that Father Christmas
visits all good H&HCVC members.

Weds 15th March – Club Night –
Rocker Box Racing (see 'Tips From
A Champion' in the Dec-22 issue of
your favourite Club Magazine).

April 2023

Sun 23rd April – National 'Drive It'
Day – Route to be set by Richard
Burnham, details, destination & ven-
ue to be confirmed.

June 2023

Peaks & Dales Charity Run(s) – De-
tails, destination & venue to be con-
firmed.

September 2023

Sun 3rd September – Club Show –
Brookside Garden Centre.



EDITORIAL

Keith Yates

This month's front cover represents a festive, automotive Christmas tree or a cornucopia of model, die-cast cars – we'll leave it for you to decide.

Well, here's a novelty, at the time of writing this piece and unless I've blinked and missed something, we haven't yet got another new Prime Minister at the wheel of the good ship HMS UK. That said and by the time that you actually read this, we could have BoJo, the Captain Pug-wash of politics, back on the Bridge. The turnout for November's Club Night was a very good one. Everybody seemed to enjoy themselves, catching up with friends and sharing the odd story or three. A special thanks must go to Ian Freeman and his support team of Peter Bagnall and Graham Scattergood. These 'three amigos' had clearly gone to a lot of trouble to put together a report on the MGB60 Event; what a great pity then that Ian's flow was disrupted by computer issues. That said, Ian did manage to project a good number of photographs, sufficient to give everybody a good flavour of the day and the amazing number of MGBs in attendance and on display. My personal favourite was the MGB GT that had been converted into, of all things, a pickup! Who knows the reasoning or the mind behind this but I do love 'quirky'. If you were unable to attend then Ian & Peter's write-up of the event, with some of the photos, can be found elsewhere

in this issue.

Pickup conversions and 'quirky' reminds me. Round and about late 1983 or early 1984, I had reason to take my 1982 BMW e21 3Series back to Anderson Motor Co (Hazel Grove). They were BMW, Saab and, I think, Honda Dealers at that time and it was where I'd bought the BMW from. Anyway and whilst on the premises, I notice an early BMW 5Series saloon that had been converted into a pickup/utility vehicle. This appeared to have been done very professionally (presumably by the Body Repair Shop) and was painted in the Anderson Motors livery. It was clearly being used as a general 'Company Hack'. Does anyone else remember seeing this vehicle in the Hazel Grove and general Stockport area? I'd be interested to hear from you if you did.

Don't forget that club subscriptions will be due with effect from 1st January 2023. The annual membership subscription remains at £20 and that will cover you for the 12 months to 31st December 2023. Also, if you currently receive a paper copy of this magazine and would prefer an electronic copy or, alternatively, if you currently receive an electronic copy and would prefer a paper copy then

please choose, let us know and the issue status can be changed.

Thanks, from David and I, go again to our magazine contributors. The time, effort and thought that goes into their articles is very much appreciated. On that theme, if you are into classic motor racing and/or the excitement of a very good story then Thomas Wardle's summary of Stirling Moss' drive in the 1955 Mille Miglia should prove to be a very good read. Following on from that, here's a thought to ponder on; how do you best establish and define what is a 'great' racing driver? Lewis Hamilton has had a bad season this year but he is still seen as the F1 'GOAT'. As a pure racing driver though, is Hamilton better than (say) Tazio Nuvolari was or, can you compare Mario Andretti with the likes of Jackie Stewart? I think that comparisons of 'greatness' has always been a difficult one (across all sports) but it's a theme that I hope to return to in a future magazine. If you have any thoughts on this subject then please let me know.

A number of kind members have recently been giving me some very positive feedback on the magazine and its content. People seem to have been particularly struck by the November issue front cover and Bar-

rie Rayner's Dax Rush Cosworth. I had taken the photograph(s) at the most recent Club Show but that was just the easy bit. As I often point out, the magazine is pulled together very much as a joint effort and it's David that does all of the hard work with photographs and layout. So and as ever, if you would like your car, bike or commercial and its story featured in the magazine then get in touch and we'll sort something.

In my November Editorial I erroneously stated that Team Barratt had won Andy Robinson's quiz during October's Club Night. Paul B has been in contact and has pointed out to me that it was actually Team Mazda Corner that had won on the night. Belated congratulations to them and my apologies for any confusion.

To draw these ramblings to a close and on behalf of the Editorial Team, we hope that you enjoy reading this magazine or, at least, looking at the pretty pictures. Also and given the time of year, we would like to take this opportunity to wish you and your families a very happy Christmas and that we can all look forward to a New Year during which there will be lots of enjoyable and trouble free 'classic' motoring.

CHAIRMAN'S CHAT



HALL OF FAME AWARD RECIPIENTS

2012 - Chris Parr
2014 - Bob Plant
2015 - Ray Etchells
2016 - Fred Dean
2020 - David Bowden
2022 - Jane Harrop

NOW READ THIS. There will be no Club Night this December; the next one will be Wednesday 18th January 2023. We will have the now infamous Chairman's Quiz Night so please bring a pen or pencil and your brain of course. Paper and prizes etc will be provided.

At the time of writing, Keith & David had not been able to finalize the Front Cover picture for this Christmas time issue so I'm therefore unable to pass my usual comment and/or observation.

At the request of Jean and Graham Knowles, I am going to make it quite clear about the payment of subscriptions. The due date for everyone's subscription, without exception, is now January at £20 per annum. If your subscription had fallen due before the beginning of 2023, with say four months to go before the end of 2022, then you would have been expected to pay four months at £1.60 per month and equalling £6.40. That is £20, divided by 12 (mths) and multiplied by/for each month due to the end of the year 2022. In January you will receive a

further bill for the subscription due for 2023. This will accompany your magazine, either by e-mail or post depending upon how you usually receive it. I hope that clears up any confusion.

I note that the enthusiasm for electric vehicles continues, including comments by motor manufacturers. However, I also note that both Volkswagen and Ford are investigating the use of Hydrogen Fuel Cells as a means of propulsion for vehicles. One or the other of them is talking of a range of 2000 miles from one capsule. This vastly exceeds the range given out for electric powered vehicles. To this end however, I recall a friend who had a gas-powered Vauxhall Cavalier and wanted to use the car on a continental holiday. Unfortunately, and due to the nature of the gas container, he was unable to take the car on a ferry or on the undersea link. Should a standard be adopted whereby you could swap your empty cell for a full one, at a 'petrol' station, then part of my argument about electric charging would go.

For the last social evening of 2022 we had an illustrated talk from member Ian Freeman about his visit to the MGB60 fest at the British Motor Museum, Gaydon. The presentation went extremely well until Ian had some bother with the projection equipment. Despite the efforts of several members present on the evening it failed to work again so not all of the pictures materialised. Fear ye not though, the talk will happen again in the New Year when all will be OK (fingers crossed). The lack of pictures did not prevent Ian from continuing his very interesting talk and I am sure you will all join me in thanking him for his presentation. The Car Club Card has been absent for a number for evening events this year. This is due to several reasons and not excluding the fact that we were a few discs short. Judo Jean has now resolved the matter by getting the missing ones replaced. Also, attendees may have noticed the absence of sandwiches at Club Nights; not that anyone has mentioned it, too polite, I guess. This has simply been due to the loss of the team willing to make them. If you and several others are willing to form a team to make sandwiches, on a regular rotational basis, then please let me know. I have to say though, this is a must happen situation, not a wish list so-as-to speak.

At the present time, the annual Peaks and Dales Charity Run for

2023 is on hold due to two reasons. The first is down to problems at the Pavilion Gardens at Buxton. Due to a change in the situation, we would be limited to 30 cars and this wouldn't be any good for us. Mike, however, has found an alternative venue at Bakewell Market that sounds very suitable. The second problem is the present outbreak of bird flu which is restricting bird movement in the Derbyshire Region. You may have noticed that this is causing a shortage of eggs in the shops and, more than likely, chickens and, most likely, Christmas turkeys! Of course, our charity for next year, the Hearing Dogs for the Deaf, are on hold but if the event fails for 2023 then things will be held over until the following year. In that same vein, the proposed 'drive it day' is also on hold until the bird flu situation is resolved. For these reasons your laminated calendar for 2023 does not show these dates. At the present however, Club Nights and runs will continue as planned.

For February next year we have the annual AGM with complimentary hot pot supper. For March we have the now legendary Rocker Box Racing event, thanks to Ed. He mentioned to me, at the last Club Night, that this has developed, in some circles, to running old 'block type' woodworking planes with wheels fitted. This may be something to consider for the future. As said earlier, we also plan to

re-run the MGB60 fest event courtesy of Ian and a visit by the local 'Digi Group' to help with your computer problems and the like is also planned for 2023.

So, it's goodbye from me and it's goodbye from him and here's hoping you all have a Merry Christmas and a Happy New Year.

Steve Diwall.



George Bute

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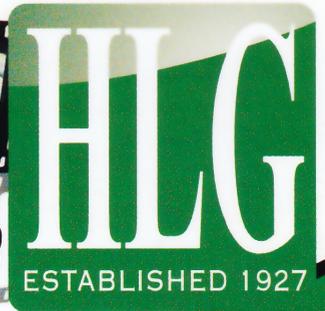
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MG CATCH UP

Graham Scattergood

Hi Gang.

Well, where has this year gone? It's an amazing fact that the older we get the faster time goes!

On the Club front, what was just going to be a 'Noggin & Natter' November Club Night was revised to a presentation of the MGB 60 event at Gaydon. Ian Freeman and Pete Bagnall had stepped up and agreed to regale us on their observations and thoughts on the show. To accompany their presentation they had taken various photos and a video. Unfortunately however, due to a technical hitch and the incompatibility of Apple with Microsoft, only a smaller number of photos were viewable and therefore, what was turning into a fascinating presentation, had to be curtailed early. I and I am sure all of those that were in attendance, felt disappointed for Ian as it was evident that he had spent a great deal of time and effort in preparing and researching the content of his presentation. He has now managed to reformat the photos so we are

hoping to be able to slot another attempt in to the club calendar for early 2023!

It was nice to see more members attending the Club Night, as they had for the October Club Night, as the more that are there just gives the room that friendly buzz of banter and chatter that H&H nights of old always had.

It is now that time of year for you to voice what you would like to see YOUR club do in 2023. With regards to events, Club Nights, runs etc. I, as well as any committee member, would be pleased to hear from anybody with suggestions.

Don't forget to swat up and sharpen your thoughts and brain cells for the infamous Chairman's Quiz at the January (Wednesday 18th) Club Night. Let's see if we can't knock the 'Limestone Cowboys' of Mike Coffey, Dave Swann, Dave Rawson and Steve Bagnall off their winning perch!

It only leaves me to say "May you all have a Happy and Wonderful Christmas and New Year and I look forward to seeing you all in 2023".

Toodle Pip for now.



From MGs in the Park 2022, Dep. Ed.

ROCKER BOX RACING

Tips From a Champion – Steve Divall

No one more than me was surprised to win the Ed Burke rocker box racing event that he staged for the Club Night, at the Conservative Club, on 26th March 2022. The picture on the front of the April 2022 magazine shows me sat on our back garden bench, holding my rust bucket rocker box racer and the winner's trophy which now stands on the Welsh dresser in our morning room.

It was several years ago that Ed came up with the idea of a rocker box racing event which he has now run for several years with great success. All in all, I thought it was about time to give out some detail of the most recent event so as to lead us all into the 2023 event.

Having first checked with Ed that all was well, making sure that his team of catchers were once again good to go and also that Ed's ramp and launching equipment was all up and working (he'd carried out a few modifications since the previous racing), I then checked with the Conservative Club that we were still able to stage the race – the green light was given. Next up was to make sure that the trophies (for the 2020 event that Covid put a stop to) were still good and to get new nameplates made up, each reflecting 2022. I bought these from Iain Russell's Trophy

Shop, Hazel Grove, which I always use.

Those members that came to the evening event saw a truly wonderful array of machinery which must have taken more than a few hours to put together, let alone the paint finishes. I had decided, at the eleventh hour, to put together a racer that would be based on my previous entry for the 2018 event. I looked out my very rusty rocker box (I don't know which car it came from); this having been stood on a shelf under the carport.

At the same time, I resurrected the skateboard I had used previously and which I had 'borrowed' from my grandson. Getting the wheels to run OK was somewhat difficult, having not been used for some time, but after several applications of oil all four wheels ran satisfactorily. At this point I'd say to entrants that it essential that the wheels used are substantial and that they run smoothly and easily. Several machines have previously been fitted with CDs which are not really strong enough for purpose and which need a more substantial bearing fixing than a bolt through them.

Now for my secret ingredient, weight! I looked at and then discarded several stones and bricks in the garden – these, although heavy

enough, turned out to be too large to put inside the rocker box. At this time the box containing defunct AA and AAA batteries came into use. Putting the dead batteries inside plastic bags and then inside the rocker box provided the weight needed. One day we will take these batteries to ALDI for disposal but somehow, we just don't seem to ever remember.

Finally, the whole lot was secured to

the skateboard using nylon tie wraps like those used to secure the 'rally' (run) plates to your car's front bumper.

And so, we should all look forward to the 2023 event. My 'Champion's Tips' for racers is to make sure your vehicle is fitted with substantial and free-wheeling wheels and you also need some weight to make it go faster. I look forward to being beaten in 2023!





The John Clegg Mini Miglia by Knowldale Car Club

On 18th March 2023, Knowldale Car Club are holding their annual 'John Clegg Mini Miglia'. It is a run that Tom Wardle and I have done every year since 2015. Several of the lads and lasses in 'Mazda Corner' have entered the run over recent years and found it taxing but extremely enjoyable. It is a very popular event so get your entry in quickly. The entry list is now open with details on the KCC website. If anyone is interested then please contact me either at the club or phone me on 0161 430 7010 and I will give you a more detailed run down of the event.

Just to give prospective Mini Miglia entrants a flavour of the event, I thought it would be a good idea to republish an article that Andy put together for the April 2015 magazine (Issue Number 279). This is the March 2015 and first event that Andy took part in – see above (Ed).

Mini Miglia Touring Assembly 2015

Reading through Classic Car Weekly back in January (2015), there was a small article stating that Knowldale Car Club were holding their annual 'Mini Miglia Touring Assembly' and that this was to be held on the 14th of March 2015, starting near Kendal. It stated, "drive the classic rally roads of Cumbria, Lancashire and the Yorkshire Dales, finishing at Banny's Fish Restaurant at Boundary Mill, Colne".

I thought "I wouldn't mind a bit of that" and contacted my mate Tom Wardle with whom I have followed rallies, of all types, since the late 1960s. After a long phone conversation, we decided to do it and I sent off for our entry form and regulations.

The Rally started from NWA Auctions, at Crooklands, at 9:30 AM and with signing on from 8:30 AM. It was decided to drive up to Kendal on Friday afternoon and to book into the Travelodge at Burton-in-Kendal – approximately three miles from the start.

Tom said that he had the required Ordnance Survey maps but, on checking

these, he realised that the newest was from 1973 and that things might have changed since then. For example, the M6 was shown to be cobbled and Hadrian's Wall was merely a proposal. So, he invested in some new OS maps! When he took out the plastic map measurer (romer) from his pencil case, it literally disintegrated in his hand; it hadn't been used for about 30 years! That also, was another purchase. His map light, also of a similar age, was made of sterner stuff and didn't need to be replaced.

I took the car to Jim (the Godfather) Lavery's for a check-up and it mostly passed with flying colours. However, Jim said that the brake pads were a bit low and that the 25 year old discs were a bit scored. So, new discs and pads were fitted by the Godfather and a mini service was performed. We were ready.....

On arrival at the Travelodge, we noticed a slip road to the village of Burton-in-Kendal so we ventured to the only hostelry, sampled some gorgeous Thwaites Wainwright ale, had a nice meal and then returned to the Travelodge for the night. Next morning, we signed in at Rally Headquarters and noticed many cars bedecked with roll cages, full harness belts, sump guards, spot lamps etc. With trepidation we attach rally plates to my Mazda Eunos, which appeared to be shivering for some reason! We were No.20 out of 44 entrants and we took our place in the starting line-up.

The Rally was to be run either on Tulip signs (as with the Peaks & Dales Run), or map references and several other methods.

Tom had spent the hour between signing in and our start, plotting the morning section of the route. This had about 18 control boards, with various letters on them, to be recorded and handed in at the end of the morning section. There were also a couple of secret checkpoints where marshals signed our route sheets. We were told that the route took us through fabulous scenery, round South Cumbria and on narrow metalled roads. Unfortunately, we were a bit too busy to notice much and after some recent rains there were plenty of massive puddles to drive through. Other problems we had were with cycling clubs and runners in a road race as well as other vehicles on the open public roads.

We made it to the lunch halt unscathed, plotted the afternoon section and quickly

downed mini pork pies, muesli bars and lashings of coffee. Then we were off again through the West Yorkshire Dales, down the Dent Valley, through Chipping, the Trough of Bowland and back into Lancashire. The finishing line was at Boundary Mill in Colne where we parked up in the car park of Banny's Fish Restaurant. We handed in our control sheets etc and received our complementary fish, chips and mushy peas. There weren't any winners or losers. No prizes either, just a complimentary key ring and pen!

We then made our way back to Tom's in Warrington and finally, back home for me to Romiley. I was tired but happy that we had completed the route, noted all of the 38 control boards correctly, safe and sound. Thank you, Tom, for getting us round the 130 miles without mishap. The next day the Mazda had a well-deserved clean and valet and it was then ready for the next event.

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1955 MILLE MIGLIA

A Summary of the Famous Race – Part 1 – Brescia to Rome

Thomas Wardle



Preparation and Practice

Mercedes had decided to debut the 300SLR in this prestigious race. It was built as a spaceframe construction, using small diameter tubes, in the same way that they had constructed their F1 cars. It was fitted with a 2982cc straight eight engine with four valves and two plugs per cylinder, Bosch fuel injection and slanted to the right by 33 degrees from the horizontal; this meant that it had to be left hand drive. This engine produced 300 BHP. Front suspension was double wishbones and longitudinal torsion bars. The rear was independent swing axles, again on torsion bars. The five speed gearbox was mounted to the rear of the final drive. All four brakes were large drums and were mounted inboard – the ones at the front were about the width and diameter of an average car wheel and tyre. The car had an extra-large, sixty gallon fuel tank and, just in case, two spare wheels.

Stirling Moss and his navigator practised wheel changing in case of a puncture. They got the time down to 90 seconds. Even the mechanics were impressed. Moss had found the back to front gear change a little unusual at first but soon got used to it. His biggest problem in this respect, however, was that when changing from 2nd to 3rd he sometimes engaged 5th by mistake. A fool proof mechanical stop device had to be drawn, made and fitted to cure the



problem. Gauges and switches were arranged to suit his preferences. The seat and pedal positions were continually changed until they were in the ideal place. Moss preferred a three spoke steering wheel because he 'liked to lodge his thumbs on the spokes'. One was made specially for him. The Perspex one-piece wind-screen had been continually cut and carved to obtain the best airflow over the car whilst also being a best compromise between protection and backdraught. The horn and lights were connected to one switch, so they could be both activated at the same time.

The renowned motorsport journalist Denis Jenkinson (aka Jenks) was to be Moss's navigator. Prior to the race and during the weeks leading up to it, they went round the 998 mile circuit route sixteen times making and checking pace notes for its entire length. These were written on a toilet roll shaped piece of paper that was ten yards long. Jenks made a device with two rollers allowing him to wind through the paper as the race progressed. Although Mercedes had a perfectly good inter-comm available, it was realised that Moss went deaf as he approached the apex of a corner, such was the intensity of his concentration. Moss and Jenks decided it would be safer to use hand signals so devised a system between them; the last thing

either of them wanted was for Moss to miss an instruction. Pace notes were nothing new of course but, over the weeks of practice, they achieved levels of accuracy not previously known. Their average time per circuit worked out at circa 13hrs and that was driving with normal traffic conditions applying! Bridges, crests and corners were marked where they could be driven flat out. The top speed of the car was about 177 MPH so accuracy was paramount. Each of them had the life of the other in their hands. Jenks had to get the instructions spot on every time and Moss also had to trust him every time; this over a distance of 1000 miles and, under racing conditions, an anticipated 10hrs duration. You do not need to be too clever at maths to work out how fast they would be travelling. One serious error and that would be it! Also, and by way of additional preparation, Neubauer, the legendary Mercedes Racing Team Manager, instructed Moss to eat at 8PM, go to bed at 8:45PM and to get up at 5AM. This was to get his body's metabolism used to what would be a 7:22AM start time. Seemingly nothing had been left to chance.

The Race

The car was allocated the number 722 due to its start time of twenty two minutes past seven in the morning. The first competitors had started at 9PM the night before. This system was to give the 5 million spectators some idea of car positions in the race. Moss had had a good night's sleep but sitting on the Brescia start line he popped a few "keep awake" pills. He had a desire, in his mind, to achieve or get close to ten hours. Each section of the race, between checkpoints, had a target time which he and Jenks had worked out between them. Jenks would tell Moss at each check how they were doing. All the effort, work and time of hundreds of people rested on their shoulders.

"We got going at what I thought was a cracking pace", said Moss, "but 1 hour and 20 minutes into the race I saw Castellotti (Ferrari 723) in my mirror". At this point Moss made his first mistake. Castellotti was pushing Moss, he entered a corner too fast and, as the tail swung out, hit a straw bale. Castellotti passed and Moss let him go. That incident gave Moss renewed vigour and whilst he increased the tempo it was one that he thought to be as fast as was reasonable. He was doubtful Castellotti's car would go the distance at the pace he was setting but his speed from the start, at Brescia, to Verona,

42 miles, was 121MPH. "I was disheartened at this because it meant I was already 1 minute behind him". At Ravenna, 1st was Castellotti, 119MPH and 1min 51secs ahead of Moss, Taruffi (Ferrari) was 3rd and Fangio, in the sister car to Moss, was 8th. Moss thought that if Castellotti was going that quick, then so must the other Ferraris. However, Castellotti's exuberance had finally caught up with him. Also at Ravenna, Ferrari mechanics had to work madly to replace worn out tyres whilst its driver sat and fumed. Moss and Jenks were past and away. With the continuous effects of sideways "G" forces, the heat from the exhausts and the smell of the in-board front brakes, Jenks's stomach had had enough and he deposited what was left of his breakfast along with his glasses down the side of the car. Fortunately, he had a spare pair. As they approached Pesaro, they were on the coast road with the Adriatic on the left and taking the numerous bridges and blind brows at 170MPH. Jenks was watching Moss and noticed that he did not lift off at all. Through Ancona and as they roared up the hill out of the town, they passed numerous cars that had started in the "wee small hours". What they did not see however, were their competitors. One of the cars that they passed was a Ferrari "almost battered beyond recogni-

tion". This section of the route was fairly straight and Moss settled the car into a 170MPH cruise for what seemed like long periods of time. It gave Jenks a good feeling knowing that the pace notes were working, except for one jump. On a long straight the pace notes said, 'flat if the road was dry', which it was. It took them both by surprise then when the car took off at 170MPH! The estimate was that the car was airborne for over one second, which at that speed was about 200 feet! Fortunately, as Moss gripped the steering wheel in a rigid straight ahead position, the car landed on all four wheels simultaneously and pointing in the right direction. PHEW! At Pescara, just before the control and the first pit stop, Moss went over a level crossing far quicker than he should have done. The car skated across the road, all four wheels sliding. Jenks was sure they were going to take out the petrol pumps where they were going to refuel but somehow Moss regained control and they managed to stop in the correct place. A piece of paper was pushed into Jenks hands, Taruffi first, Moss 15 seconds behind, then Herrman, (Mercedes), Kling, (Mercedes) and Fangio (Mercedes). The Mercedes drivers were ganging up on Taruffi's Ferrari. The screen was cleaned, which was thick with dead flies, 18 gallons of

fuel into the tank and slices of orange and banana offered to eat. Only 28 seconds after they had stopped, they were on their way. The tank wasn't filled so as to keep the weight to a minimum as they climbed the Apennine Mountains over to Rome.

Coming out of Pescara, Moss overshoot a sharp right, braked hard with wheels locked and ploughed straight on into a straw bale. Without stopping and with the air full of flying straw, Moss put it in first and bounced it down the kerb to re-join the road. On the long climb out of Pescara, Jenks kept one eye on the water temperature but all was OK. Shortly after this incident there was a long straight with three blind brows which Moss took flat out. Round numerous twists and turns Moss slid the car round the hairpins and the easier corners onto a plateau high in the mountains where he maintained maximum speed for several miles. Along this road Jenks was in awe of Moss's skill, taking the car to the limit of adhesion on every corner, he was not wasting a single second, hitting each corner perfectly and as fast as it was possible to go. On the descent into Rome, they overtook Maglioli, one of their rivals, his car not running at 100%. Although they smiled at each other, where was Taruffi? They knew that he was behind them, but how far?

The last few miles into Rome was fraught with danger, the whole of the city seemed to be spectating. When approaching one bend, at 130MPH, it was completely obscured by spectators so, as Jenks flashed the lights and sounded the horn, Moss "got a little wiggle on", weaving the car from side to side; thinking he had lost it, the crowd scattered! They pulled into the control, had the card stamped then pulled into the Mercedes pit area and switched off the engine. They learnt that the average speed to Pescara was 118MPH but this had been reduced to 107MPH because of the mountain section.

The positions at Rome were: -

1st Moss – 5hrs 3mins 5sec @ 107.4MPH

2nd Taruffi – 5hrs 4mins 54secs

3rd Herrman – 5hrs 7mins 6secs

4th Fangio – 5hrs 14mins 10secs

5th Maglioli (Ferrari) – 5hrs 21mins 50secs

The second half and continuing story of the race will appear in the January 2023 issue (Ed).



MGB60



MGB60

MGB 60th Anniversary

Two Hare & Hounds members, *Peter Bagnall* and I (*Ian Freeman*), attended the MGB 60th Anniversary held at the British Motor Museum, Gaydon, on Sunday 25th September 2022. We arrived just after the opening time at 10.00am and were met with the sight of hundreds of MGBs of every conceivable configuration. According to the event compare, the number of MGBs on display was equivalent to that produced in a fortnight's production at the height of its popularity.

The event was an MGB heaven for any enthusiast of this make and model. Many of the cars on display were true to their original form except for one modification that seemed to be common across many of them; the original 16 inch, three-spoked, black steering wheel had been replaced by a smaller diameter wood rimmed one. This often seemed out of character with the black crinkle finished interior and must have made the steering somewhat heavier at slow speeds. There was also a number of examples that had been converted into all manner of things ranging from race-ready cars to pickups.

The anniversary was very well attended and the day was blessed with the benefit of dry sunny weather. Also, as part of the proceedings and as an added bonus, we were able to go round the British Motor Museum itself.

It is quite remarkable to think that the vast array of MGBs on display only represented a small percentage of the number that still exist worldwide. A great testimony to both the popularity and longevity of this marque and model.







A Car That Time Forgot...

Opel Monza (1978 – 1986)

Cast your mind back, if you will, to 1978. The UK was being hit by a series of industrial disputes, the economy was bumping along the bottom, inflation was running at 8.3%

(having been 15.85% in 1977) and unemployment was about 1,500,000; not too good really but, then again, looking back to 45yrs ago, not that much has changed,

has it? On a more positive note, in 1978 Naomi James became the first woman to single-handedly sail around the World and Louise Brown, in Oldham, was the first in vitro fertilisation ("Test-tube") baby to be born. In sport, Nottingham Forest won the First Division Championship for the first time, Ipswich Town won the FA Cup (also for the first and, so far, only time), Liverpool won/retained the European Cup and Carlos Reutemann, of Argentina, won the British Grand Prix, at Brands Hatch, in his Ferrari. Oh, and by the way, if you were into your cars in 1978 then there was quite a number of very interesting ones available on the UK market to whet your appetite. How about a VW Golf Mk1 GTi, a BMW 323i or perhaps a Saab 900 Turbo. For the more well-heeled amongst us, what about a Bristol 603, a Porsche 928, a Jaguar XJ-S or perhaps a very stylish Aston Martin Lagonda? No? Well could you be tempted by something a little 'sportier' and 'left field' then? What about a Matra Simca Bagheera S, a Mazda RX7, a FIAT X1/9 1500, an Alpine Renault A310 V6, an Alfa Romeo Alfasud Sprint or even a Lancia Beta Monte Carlo; oh, yes please. I'll take them all thank you very much. American Express? Yes Sir, that'll do very nicely indeed.

So, what can we deduce from this? Well, life in the UK during the 1970's could be really rubbish at times but, if you were fairly affluent, single or a

couple into their cars then there was lots of individual, stylish and, generally, very interesting ones out there; unfortunately, though, very little from British manufacturers for most of us to get very excited about. That's all well and good but what if you were in that 'upwardly mobile management' sector and in need of an 'Executive' (E-segment) car for under £10,000, a car that would suit you and your family and a car that said to your friends, neighbours and colleagues, I've arrived, I'm on my way to the top and, by the way, I've also got plenty of room in the back for my golf clubs when I'm schmoozing the MD at his Club? You'd probably be looking for a car that was a bit different, with some style, some luxury and comfort and, of course, some good performance and power delivery. Think about it, there wasn't too much to choose from in 1978. The BMW 7 Series would have been too expensive as would have been a Jaguar XJ or Mercedes Benz 280SE. The BMW 525, with its silky smooth straight 6cyl engine, would have been in budget but it didn't really tick the 'different' or 'stylish' boxes. It could also be said "ditto the Mercedes 200 too" but that was additionally let down by a lack of any worthwhile performance. Then there was the Audi 100 5E with its 5cyl, fuel injected engine. Audi were still searching for their niche market back in 1978 and were basically considered as little more than

Volkswagens in drag. How about an Alfa Romeo Alfetta 2000 then (dissolved into rust after the first UK winter!), a Chrysler 2-Litre (just a truly dreadful car of the first order!), a Citroen CX 2000 perhaps (too French and too idiosyncratic!), then there's a Ford Granada 2.8i (too Ford and too ubiquitous!) and a BL Princess 2200HL (poor build quality, indifferent performance and zero credibility!). A very rare and unusual choice in this segment might well have been a Lancia Gamma Berlina. This Italian automotive beauty had style, sophistication, exclusivity, luxury, comfort and a fabulous flat-four 2.5ltr 'boxer' engine. It appeared to tick all of the boxes except the one for longevity! Like its Alfa Romeo cousins, it was woefully let down by rubbish steel and very poor (non-existent!) rust proofing and, as a consequence, suffered from rampant corrosion almost everywhere you looked. During the 1970's, Lancia cars were so notoriously bad for rusting that they never recovered from the bad press they received. A Lancia, I'm sure, could have started to dissolve into rust dust whilst on the showroom floor and in the mere presence of the fumes/vapours given off by an over application of the salesman's Brut 33 or Hai Karate aftershave! So, where does our 'executive' go to if he wants all of his requirements and expectations

filled? I think he would have been wise to pay a visit to his local Vauxhall/GM/Opel showroom.

During the latter 1970's General Motors decided to market its European vehicles, for the UK market, under the Vauxhall/GM/Opel banner. If you were into your cars then Opel models, like Ford's German models, would have been rare on UK roads. Whilst most Opel cars had very similar underpinnings to UK Vauxhalls, they were, style wise, also very different from their UK cousins. Check out models like the Opel Kadett Coupe, the Opel Commodore Coupe, the fabulous Opel Manta and the achingly good looking (and very cool too!) Opel GT. Compared to the Vauxhall ranges of the same period, well, these sharp suited Opels were streets ahead and, for my money, far more desirable cars.

So, we're back in 1978 and our 'executive' is visiting the local Vauxhall/Opel dealer so see what's new in the 'Executive' models. The salesman would have been happy to demonstrate the latest Vauxhall Royale 4dr saloon, the 2dr hatchback Royale Coupe or, if the customer is a little more discerning, an Opel Senator or an Opel Monza Coupe. These were essentially near identical cars, with two different body styles and, for marketing purposes, four different badges. If, however, you were looking to tick the original crite-

ria boxes of luxury, roomy comfort, good performance and power delivery and a car with some style and exclusivity then both the Vauxhalls would have to be discounted as, for some unknown reason, they shared a 2.8ltr, straight 6 carburettor engine. These were very good cars, particularly the Coupe, but they were down on power (Max. c120mph) when compared to their Opel cousins. The Opels both shared silky 3ltr, fuel injected, 6cyl inline engines that produced 180bhp and max' torque of 182lb/ft that could propel a Monza to 135mph and a 'cruise all day' 110mph on the limit-free German autobahns. Additionally, the extremely stylish Monza had coil

springs all round, independent rear suspension, high speed stability and all of this in a fully 4/5 (adult) seater, fastback body and a rear tailgate which, with folding rear seats, gave access to estate car capacities. So then and by a process of elimination the Opel Monza would have been the one to come out on top; the discerning and well considered choice for a person that appreciated the actual qualities of a car and not necessarily the perceived qualities of its badge. Such a pity then that time seems to have forgotten these marvellous and ever so stylish cars. Oh, and by the way, you can add the Ford Granada Mk1 Coupe to that observation too.





1958 Buick Special Series 40

Picture taken by Keith Yates
at Stockport Market

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On the **first** day of Christmas my true love sent to me A Porsche all for me.

On the **second** day of Christmas my true love sent to me Two Triumph Dolomites and a Porsche all for me.

On the **third** day of Christmas my true love sent to me Three French Clios, two Triumph Dolomites and a Porsche all for me.

On the **fourth** day of Christmas my true love sent to me Four GT Bentleys, three French Clios, two Triumph Dolomites and a Porsche all for me.

On the **fifth** day of Christmas my true love sent to me Five Gull-Wing Mercs, four GT Bentleys, three French Clios, two Triumph Dolomites and a Porsche all for me.

On the **sixth** day of Christmas my true love sent to me Six Ginettas Racing, five Gull-Wing Mercs, four GT Bentleys, three French Clios, two Triumph Dolomites and a Porsche all for me.

On the **seventh** day of Christmas my true love sent to me Seven SAABs a-swooshing, six Ginettas Racing, five Gull-Wing Mercs, four GT Bentleys, three French Clios, two Triumph Dolomites and a Porsche all for me.

On the **eighth** day of Christmas my true love sent to me Eight Morris Minors, seven SAABs a-swooshing,

six Ginettas Racing, five Gull-Wing Mercs, four GT Bentleys, three French Clios, two Triumph Dolomites and a Porsche all for me.

On the **ninth** day of Christmas my true love sent to me Nine Lancias rusting, eight Morris Minors, seven SAABs a-swooshing, six Ginettas Racing, five Gull-Wing Mercs, four GT Bentleys, three French Clios, two Triumph Dolomites and a Porsche all for me.

On the **tenth** day of Christmas my true love sent to me Ten Lotus a-leaking, nine Lancias rusting, eight Morris Minors, seven SAABs a-swooshing, six Ginettas Racing, five Gull-Wing Mercs, four GT Bentleys, three French Clios, two Triumph Dolomites and a Porsche all for me.

On the **eleventh** day of Christmas my true love sent to me Eleven Panthers purring, ten Lotus a-leaking, nine Lancias rusting, eight Morris Minors, seven SAABs a-swooshing, six Ginettas Racing, five Gull-Wing Mercs, four GT Bentleys, three French Clios, two Triumph Dolomites and a Porsche all for me.

On the **twelfth** day of Christmas my true love sent to me Twelve Dodges charging, eleven Panthers purring, ten Lotus a-leaking, nine Lancias rusting, eight Morris Minors, seven SAABs a-swooshing, six Ginettas Racing, five Gull-Wing Mercs, four GT Bentleys, three French Clios, two Triumph Dolomites and a Porsche all for me.

The Twelve Days of Christmas-car-mas



Losing Arts

As we observe the age of the electric vehicle so too we leave behind the art of engines. I say art, because almost all engine types have their own aesthetic pinnacles; those engine bays that never cease to dilate your pupils. One such engine is the series of Maserati V8s, which have been manufactured and badge engineered by Ferrari. I have never seen a V8 Maserati post 4200 that hasn't made my senses tingle. The example above is the F154 engine, which can be found adorning various re-

cent Maserati cars. It has always been a mystery to me how something so purely mechanical turns into something that appeals to our nature.

Whether they be original or modified, the engine bay has been a source of tears, blood, and joy; and I for one have always appreciated the dedication of many owners to maintain the cleanliness and often beauty of the hard work that goes into their design.

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